

Amendments to the specification:

On page 1, line 3, please amend the heading as follows:

~~Prior Art~~ Background of the Invention

On page 1, please amend line 5 as follows:

The invention is based on a coolant circuit ~~according to the preamble of claim 1~~ for cooling an internal combustion engine of a vehicle.

On page 2, line 29, please amend the heading as follows:

~~Advantages~~ Summary of the Invention

On page 6, line 17, please amend the heading as follows:

Brief Description of the Drawings

On page 7, line 4, please amend the heading as follows:

Detailed Description of the Exemplary Preferred Embodiments

On page 9, please amend the second paragraph as follows:

The throttle body 58 is suitably embodied as an injection molded part made of a thermoplastic plastic. Preferably, a drive shaft 52 62 is injection molded in one work cycle and an inner distributor conduit 72 and a bore for containing the temperature sensor 32 are formed by means of insert parts which are inserted into the mold before the injection molding process. The temperature

sensor 32, which is situated diametrically opposite from the drive shaft 62 and protrudes into the distributor conduit 72, is integrated in a simple manner into the control valve 26 and detects the coolant temperature immediately in this vicinity, i.e. in the vicinity of the outlet of the engine 12, when the control valve 26 is flange-mounted by means of screws to a coolant outlet opening on the engine 12.

On page 14, please amend the abstract as follows:

Abstract of the Disclosure

~~The invention is based on a~~ A coolant circuit (10) with includes at least one heat source (12), a radiator (14), and a bypass line (22), which connects a radiator inlet (18) to a radiator return (20) and whose junction (24) has a control valve (26) disposed on it, whose throttle body (58) can be electrically triggered as a function of operating parameters and environmental parameters by means of at least one control unit (40, 42) and divides the coolant flow between the radiator inlet (18) and the bypass line (22). ~~It is proposed that according~~ According to a characteristic curve of the control valve (26), the control unit (40, 42) determines a set-point value (50) for the position of the throttle body (58), which sets a ratio of the radiator volume flow to the total coolant flow at the control valve (26), ~~which equals the ratio between the difference of a temperature at the outlet (36) of the bypass line (22) minus a set-point temperature at the inlet of the heat source (12) and the difference of the temperature at the outlet (36) of the bypass line (22) minus a temperature at the outlet of the radiator (14), where the ratio of~~

~~the radiator volume flow to the total coolant flow is to equal to zero when there is a negative value and is limited to one when there is a value greater than one.~~

~~(Fig. 1)~~